



Procedure for Approving Foreign Air Operators - UAVs

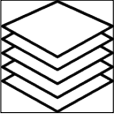
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This procedure is intended to assist foreign operators to fly UAVs in Israel for purposes other than recreational use.

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Introduction

- 1.1. The UAV field has experienced major developments in recent years and there are many companies in Israel and abroad.
- 1.2. Out of the large number of companies, some are interested in coming to Israel and carrying out activities for purposes other than recreational use.
- 1.3. The purpose of the document is to guide foreign operators in the alternatives and courses of action required to enable them to fly legally in Israel.
- 1.4. The document details two methods to carry out the activity in Israel.

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First Method - Operation by an AOC holder

- 1.5. Operation by an Israeli AOC holder ([List of AOC holders in Israel](#)):
 - 1.5.1. The AOC holder will be responsible for the following:
 - 1.5.1.1. Registering the aircraft in Israel;
 - 1.5.1.2. Airworthiness certificate issued by the CAAI, suitable for the aircraft;
 - 1.5.1.3. A UAV operator with a suitable UAV operator license from CAAI, with suitable flight ratings for the aircraft and the requested operation;
 - 1.5.1.4. Adding the relevant aircraft (if required) to the Company's insurance (in case of commercial operation);
 - 1.5.1.5. Adding the aircraft to the OPSpec;
 - 1.5.1.6. Updating the Company's Operations Manual, if required.

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Second Method – Operation based on Section 173 of the Israeli Aviation Law

1.6. All aircraft operating in Israel must operate in accordance with the Israeli Aviation Law, in light of the difficulty that all aircraft and every UAV operator will be covered under the Israeli Aviation Law, section 173 provides special provisions regarding the applicability of the law to foreign aircraft. The applicant must send to the CAAI an application describing how the applicant complies with each sub-section of section 173, the following clauses will explain how the sub-sections of section 173 of the Israeli Aviation Law can be met:

(1) Notwithstanding sections 2 and 6, a person may hold a position as stated in section 2, in a foreign aircraft registered in a Member State, if he has a license to do so and a certificate equivalent to a medical certificate issued or approved by the competent authority in the country of registration of the aircraft, and if, according to what is stated in his license and in the medical certificate in his possession, the mandatory criteria established by the International Aviation Organization under Article 37 of the Convention, which apply to an official of the same type, have been complied with; the Director may approve the holding of a position on such aircraft even if the said criteria are not met, provided that he is satisfied that safety is maintained at a level equivalent to that achieved in the observance of such criteria;

- 1.6.1. Since there are no mandatory criteria set by the International Aviation Organization under Article 37 of the Convention and the current operation in Israel is in accordance with the "[Procedure for the Licensing Concept for UAV operators](#)", the application must specify the training given to UAV operators in accordance with the rating required to fly the requested aircraft, including:
- 1.6.1.1. What are the theoretical tests required to obtain a UAV operator's license and what is the syllabus of each test;
 - 1.6.1.2. Practical training required to obtain a license - takeoffs, landings, flight hours (day/night), training syllabus, license of the instructor who performed the training;
 - 1.6.1.3. The syllabus of the practical test carried out by the UAV operator at the end of the training by the country of registration;
 - 1.6.1.4. Practical experience of maintaining a UAV operator's proficiency - what are the conditions for maintaining proficiency (takeoffs, landings, flight hours), annual level test, flight log (logbook) showing the UAV operator has maintained his proficiency one year back from the date of application, as well as the confirmation of having passed an annual level test if available/required;



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(2) Notwithstanding the provisions of section 17, an air operator whose state of operation is not the State of Israel may operate in Israeli territory a foreign aircraft commercially, if he holds a license issued to him by the competent authority in the country of his operator, and in accordance with the terms of that license;

1.6.2. An AOC and operating specifications of the applicant's operator country must be presented.

(3) The provisions of Article D of Chapter B shall not apply, and in the matter of carrying out inspections and light maintenance on a foreign aircraft while in Israeli territory, the laws of its State of registration shall apply;

1.6.3. The applicant shall present the laws of the country of his registration concerning inspection and light maintenance activities, as well as documents proving his compliance with the requirements.

(4) Notwithstanding the provisions of section 56, a person may operate foreign aircraft in Israeli territory if he holds a registration certificate issued to him by the competent authority in the country of registration of the aircraft;

1.6.4. The applicant shall present a registration certificate issued to him by the competent authority in the country of registration of the aircraft.

(6) Section 62 (b) shall not apply to a foreign aircraft while in Israeli territory, and in this regard the laws of its State of registration shall apply;

1.6.5. Further to the previous section, the way of marking the aircraft as specified in section 54 (5) (d) referred to by section 62 (b) does not apply but the applicant must prove that the marking is carried out in accordance with the laws of his State of registration.



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(7) Notwithstanding the provisions of section 63, a person may operate a foreign aircraft in Israeli territory if he holds a certificate equivalent to an Airworthiness Certificate issued by the competent authority in the country of registration of the aircraft, and if, according to the equivalent certificate, the mandatory criteria established by the International Aviation Organization under Article 37 of the Convention, which apply to the airworthiness of aircraft of the same type have been complied with; the Director may approve the operation of such aircraft, even if the said criteria are not met, provided that he is satisfied that a level of safety equivalent to that achieved in the observance of such criteria is maintained;

1.6.6. Since there are no mandatory criteria set by the International Aviation Organization under Article 37 of the Convention, an exemption from Article 63 must be submitted, and all the technical approvals granted by the State of registration to the applicant including an Airworthiness Certificate, if granted, and in addition the following:

- 1.6.6.1. Risk management for scheduled flights in Israel;
- 1.6.6.2. The planned flight program in Israel;
- 1.6.6.3. Any additional technical approval and documentation supporting the ability to perform the flights based on the risk management and flight program;

(8) Notwithstanding the provisions of section 64, a person may operate a foreign aircraft in Israeli territory if he holds a certificate equivalent to a noise certificate issued by the competent authority in the country of registration of the aircraft. Nothing in this paragraph shall derogate from the provisions of section 66;

1.6.7. Documents are not required in this section.

(9) The provisions of sections 67, 68 and 69 shall not apply to the operation of foreign aircraft in Israeli territory, but a person shall not operate foreign aircraft in Israeli territory unless he is fit to fly, and the provisions of the State of registration of that aircraft shall apply to matters listed in those sections;

1.6.8. The laws of the State of registration and the proof of compliance with them must be presented.



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(10) Notwithstanding the provisions of section 70, a person may operate foreign aircraft in Israeli territory if the aircraft is manned by crew members in the number and positions required by the laws of the country of registration of the aircraft;

1.6.9. Documents are not required in this section.

(11) Notwithstanding the provisions of section 71 (a) (1) to (3), (5) and (6), a person may operate foreign aircraft in Israeli territory if the aircraft has been issued with documents equivalent to those listed in that section, issued by the competent authority in the country of registration of the aircraft;

1.6.10. Documents are not required in this section.

(12) Notwithstanding the provisions of section 71 (b), a person may serve as a crew member on an aircraft in Israeli territory in the position referred to in section 2, and an air operator may allow him to serve as such a crew member, if that person carries the appropriate licenses and certificates as stated in paragraph (1);

1.6.11. The approval for this section is obtained within the framework of the exemption granted from section 173 (1).

(13) Notwithstanding the provisions of section 74 (a), a person may transport hazardous material in Israeli territory by foreign aircraft, or deliver hazardous material for such transport, if the transport is carried out by an air operator whose operator is not the State of Israel, and holds an aviation operating license from the competent authority for this purpose in the country of his operator;

1.6.12. If there is a requirement to transport hazardous material, a suitable air operating license and operating specifications must be presented.

(14) In section 144, in the definition of "the basic amount", in paragraph (4) therein, in place of "Holder of an Air Operating License", it should read "an Air Operator of a Foreign Aircraft in Commercial Operation";

1.6.13. Documents are not required in this section.

(15) The provisions of Chapter J shall not apply to a crew member on a foreign aircraft while in Israeli territory.

1.6.14. Documents are not required in this section



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1.6.15. In the case of commercial operation, an insurance policy meeting the [Aviation Regulations \(Mandatory insurance for the commercial operation of aircraft\), 5778-2017](#), must be presented.

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Appendix A – Section 173 of the Israeli Aviation Law

Applicability to foreign aircraft while in Israel

173. (a) The provisions of this Law shall apply in respect of a foreign aircraft while in Israeli territory as well as in respect of an air operator of such aircraft and a crew member on that aircraft, all subject to these provisions:

(1) Notwithstanding the provisions of sections 2 and 6, a person may hold a position as stated in section 2, in a foreign aircraft registered in a Member State, if he holds a license to do so and a certificate equivalent to a medical certificate issued or approved by the competent authority in the country of registration of the aircraft, and, if according to what is stated in his license and in the medical certificate in his possession, the mandatory criteria established by the International Aviation Organization under Article 37 of the Convention, which apply to an official of the same type, have been complied with; the Director may approve the holding a position on such aircraft even if the said criteria are not met, provided that he is satisfied that safety is maintained at a level equivalent to that achieved in the observance of such criteria;

(2) Notwithstanding the provisions of section 17, an air operator whose state of operation is not the State of Israel may operate in Israeli territory a foreign aircraft operated commercially, if it holds a license issued to him by the competent authority in the country of his operator, and in accordance with the terms of that license;

(3) The provisions of Article D of Chapter B shall not apply, and in the matter of carrying out inspections and light maintenance on a foreign aircraft while in Israeli territory, the laws of its State of registration shall apply;

(4) Notwithstanding the provisions of section 56, a person may operate a foreign aircraft in Israeli territory if he holds a registration certificate issued to him by the competent authority in the country of registration of the aircraft;

(5) Notwithstanding the provisions of section 62 (a), a person may operate foreign aircraft in Israeli territory if the nationality marks and registration are fixed on the aircraft in accordance with the laws of his country of registration;

(6) Section 62 (b) shall not apply to a foreign aircraft while in Israeli territory, and in this regard the laws of its State of registration shall apply;

(7) Notwithstanding the provisions of section 63, a person may operate a foreign aircraft in Israeli territory if he holds a certificate equivalent to an Airworthiness Certificate issued by the competent authority in the country of registration of the aircraft, and if, according to the equivalent certificate, the mandatory criteria established by the International Aviation Organization under Article 37 of the Convention, which apply to the airworthiness of aircraft of the same type have been complied with; the Director may approve the operation of such aircraft,



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even if the said criteria are not met, provided that he is satisfied that a level of safety equivalent to that achieved in the observance of such criteria is maintained;

(8) Notwithstanding the provisions of section 64, a person may operate a foreign aircraft in Israeli territory if he holds a certificate equivalent to a noise certificate issued by the competent authority in the country of registration of the aircraft. Nothing in this paragraph shall derogate from the provisions of section 66;

(9) The provisions of sections 67, 68 and 69 shall not apply to the operation of foreign aircraft in Israeli territory, but a person shall not operate foreign aircraft in Israeli territory unless he is fit to fly, and the provisions of the State of registration of that aircraft shall apply to matters listed in those sections;

(10) Notwithstanding the provisions of section 70, a person may operate foreign aircraft in Israeli territory if the aircraft is manned by crew members in the number and positions required by the laws of the country of registration of the aircraft;

(11) Notwithstanding the provisions of section 71 (a) (1) to (3), (5) and (6), a person may operate foreign aircraft in Israeli territory if the aircraft has been issued with documents equivalent to those listed in that section, issued by the competent authority in the country of registration of the aircraft;

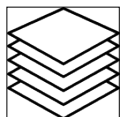
(12) Notwithstanding the provisions of section 71 (b), a person may serve as a crew member on an aircraft in Israeli territory in the position referred to in section 2, and an air operator may allow him to serve as such crew member, if that person carries the appropriate licenses and certificates as stated in paragraph (1). ;

(13) Notwithstanding the provisions of section 74 (a), a person may transport hazardous material in Israeli territory by foreign aircraft, or deliver hazardous material for such transport, if the transport is carried out by an air operator whose operator is not the State of Israel, and holds an aviation operating license from the competent authority for this purpose in the country of his operator;

(14) In section 144, in the definition of "the basic amount", in paragraph (4) therein, in place of "Holder of an Air Operating License", it should read "an Air Operator of a Foreign Aircraft in Commercial Operation";

(15) The provisions of Chapter J shall not apply to a crew member on a foreign aircraft while in Israeli territory

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Revisions

This area should be updated from the time the document is first created and throughout the life of the document, if any changes are made to it.

- Changes in the **content** of the document - The version number must be updated [Example: Revision # 1, Version # 4]]
- Changes in document **concept** – The revision number must be updated and version number reset [example: Revision # 2, Version # 1]



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0	1	Procedure writing	Tzahi Glitsenstein	Nehamia Shalem